



City of Seattle

Gregory J. Nickels, Mayor
Department of Design, Construction and Land Use
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF DESIGN, CONSTRUCTION AND LAND USE**

Application Number: 2208786
Applicant Name: Jeffrey Araucto for the Pacific Maritime Institute
Address of Proposal: 1727 Alaskan Way S

SUMMARY OF PROPOSED ACTION

Master Use Permit to change the use of an existing 15,610 sq. ft. 1-story building from general manufacturing to a vocational school (11,507 SF) and administrative office use (4,103 SF). Project includes surface parking to be provided for approximately 39 vehicles.

The following approval is required:

SEPA - Environmental Determination - Chapter 25.05, Seattle Municipal Code

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

☐ DNS involving non-exempt grading or demolition
or involving another agency with jurisdiction

BACKGROUND DATA

Site and Vicinity Description

The site is zoned Industrial General 1, with a height limit of 85 ft. (IG1/85'). The site is located on property owned by the Port of Seattle and is developed with a structure that fronts on Alaskan

Way S. The site is located on the west side of Alaskan Way S. and is just south of S. Massachusetts Street. To the north is an existing commercial building. To the west is more Port property which is bound by the Duwamish River. To the south is an existing driveway allowing for public access (Jack Perry Memorial Viewpoint Rd) to the Duwamish. The existing access into the one-story structure is from Alaskan Way S. Development and use in the vicinity consists of manufacturing, residential, and commercial.

Proposal Description

The applicant proposes to change the use of an existing 15,610 sq. ft. 1-story building from general manufacturing to a vocational school (11,507 SF) and administrative office use (4,103 SF). Project includes surface parking to be provided for approximately 39 vehicles.

The total building height and the footprint would remain the same. No major structural expansion is proposed, as the proposed change of use of the existing 15,610 sq. ft. space will only involve interior alterations.

Public Comments

No public comment letters were received during the comment period, which ended June 25, 2003.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the annotated environmental checklist (dated, June 29, 2001), and supplemental information in the project file submitted by the applicant's agent. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances (SMC 25.05.665 D1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulates during construction; increased noise and vibration from construction operations and equipment; and increased traffic and parking demand from construction personnel. These impacts are not considered significant because they are temporary and/or minor in scope.

Compliance with existing ordinances, such as the Street Use Ordinance and the Noise Ordinance will provide sufficient mitigation. The other impacts not noted here as mitigated by codes or conditions (e.g., increased traffic and parking demand from construction personnel) are not sufficiently adverse to warrant further mitigation by conditioning. These impacts are not considered significant; however some of the impacts warrant further discussion and review.

Air Quality

Interior demolition and transport will create dust, leading to an increase in the level of suspended particulates in the air, which could be carried by winds out of the construction area. The Street Use Ordinance (SMC 15.22) requires watering the site, as necessary, to reduce dust. In addition, the Puget Sound Clean Air Agency (PSCAA regulation 9.15) requires that reasonable precautions be taken to avoid dust emissions. In addition to spraying water or chemical suppressants, this may require activities, which produce air-borne materials or other pollutant elements to be contained within a temporary enclosure. Demolition could require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would contribute slightly to the degradation of local air quality. Since the demolition activity would be of short duration, the associated impact is anticipated to be minor, and does not warrant mitigation under SEPA.

PSCAA, Department of Labor and Industry, and EPA regulations provide for the safe removal and disposal of asbestos. However, no permit process exists that ensures that PSCAA has been notified of the proposed building demolition and that asbestos and lighting features has been removed from the site. A condition shall be added requiring the applicant to submit to DCLU a copy of the PSCAA demolition permit prior to issuance of master use and/or demolition permit. This condition is imposed pursuant to SEPA authority to mitigate air quality, construction and environmental health impacts, SMC 25.05.675 A, B, and F.

Long-term Impacts

Long-term or use-related impacts anticipated by the proposal include: minor increase in interior floor space, potential increased parking demand and vehicular traffic. These long-term impacts are not considered significant because the impacts are minor in scope. However, some of the impacts warrant further discussion and review.

Parking Impacts

Currently, there is no established parking on-site. With this proposal, parking for 39 vehicles will be provided on-site for the vocational school. According to the Institute of Transportation Engineers (ITE) Parking Generation manual 2nd edition, the parking demand for the proposed vocational school will generate a total parking demand of 41 parking spaces during the peak hour. The administrative offices will generate a total peak parking demand of 11 parking spaces. On-site parking spaces for 39 automobiles are provided. The proposed change of use will thus result in a net increase in spillover parking demand of approximately 13 spaces. There is a significant number of on-street parking located on the east side of Alaskan Way S. Therefore, no mitigation is warranted under SEPA.

Traffic

According to the ITE Trip generation manual 2nd edition, the proposed change of 15,610 sq. ft. floor area of a general manufacturing to vocational school and administrative offices is estimated to generate about 27 weekday trips during the p.m. peak hours. The proposed vocational school is anticipated to generate a total of 21 p.m. peak hour trips. The administrative office is expected to generate a total of 6 p.m. peak hour trips. The existing 15,610 sq. ft. general manufacturing generated a total of 12 p.m. peak hour weekday trips. This is not considered significant in a typical Industrial General one (IG-1) zone. Adequate capacity exists on adjacent streets to absorb the additional traffic generated by the subject proposal combined with other projects in the vicinity. This increased volume is not anticipated to affect the operating capacity of the surrounding streets. Thus, the noted traffic-related impacts are not considered significant under SEPA (SMC 25.05.675.R).

DECISION - SEPA

This decision was made after review by the responsible official, on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 (2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

CONDITIONS

Prior to the Issuance of the Master Use and/or Demolition and Construction Permits

1. The owner(s) and/or responsible party(s) shall submit a copy to DCLU of the PSCAA Demolition Permit.
2. A copy of the driveway easement, recorded with King County, shall be submitted to DCLU prior to issuance of the Master Use Permit.

Signature: _____ Date: July 28, 2003

Bryan Stevens, Land Use Planner
Department of Design, Construction and Land Use
Land Use Services

BCS:bg

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